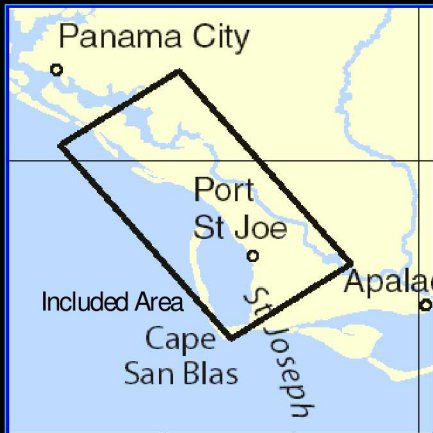


# BookletChart<sup>TM</sup>

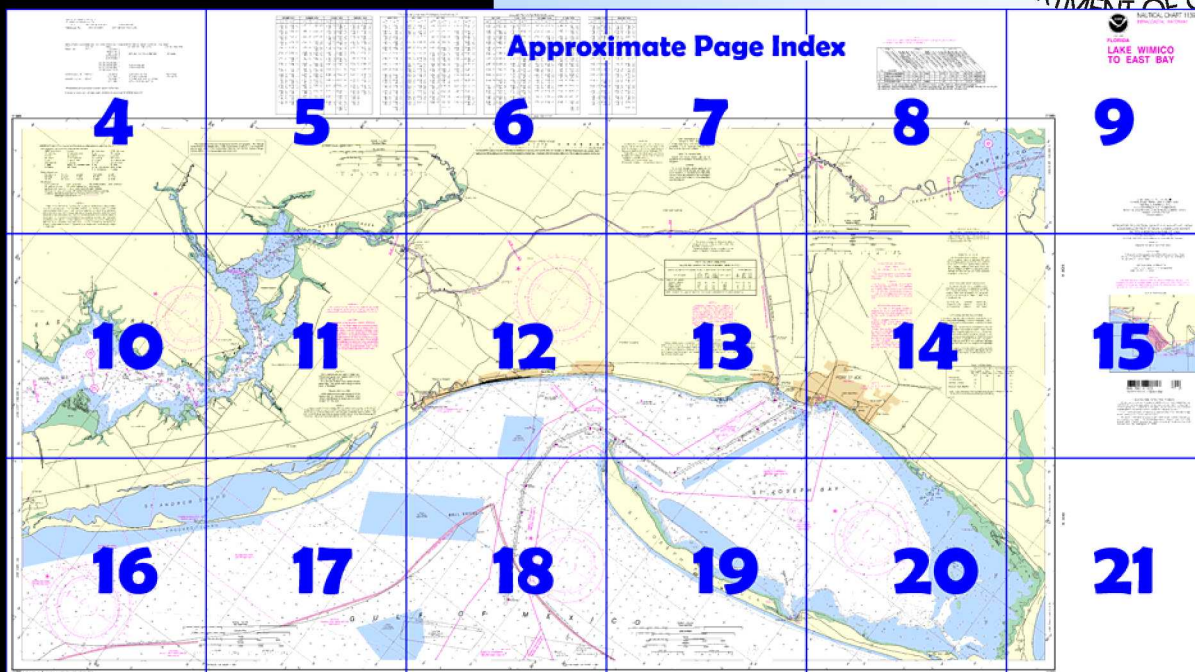
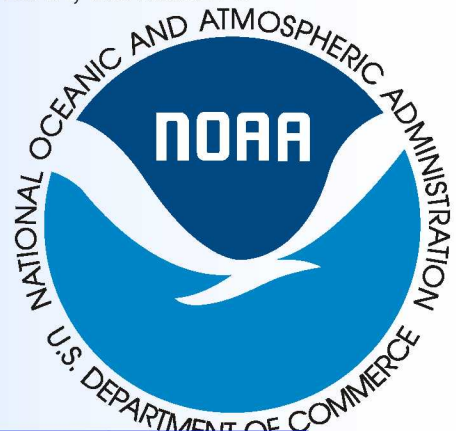
## Lake Wimico To East Bay

(NOAA Chart 11393)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

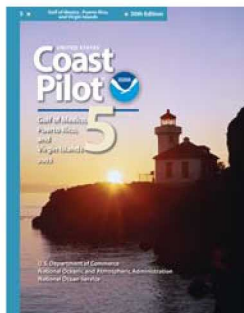
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 5, Chapter 6 excerpts]**

(114) **St. Joseph Bay** is separated from the Gulf by **St. Joseph Peninsula (St. Joseph Spit)** a long, narrow strip of land and sand hills. St. Joseph Bay, recognized as one of the best harbors on the Gulf, is easily entered by vessels with drafts to 25 feet except during periods of very severe weather such as hurricanes. **St. Joseph Bay Entrance Lighted Buoy 2** marks the entrance.

(115) **Port St. Joe** is on the E shore of St. Joseph Bay. A large paper mill on the

waterfront and two chemical plants on Gulf County Canal furnish the main industry for the town. Waterborne commerce consists mainly of paper, marine supplies, petroleum products, and chemical products.

(117) **Prominent features.** The stack and buildings of the papermill and the chemical plant are the most prominent objects visible from the Gulf. Several water tanks are conspicuous at a closer distance inshore.

(119) A sunken wreck was reported in the safety fairway in about 29°50.2'N., 85°41.6'W.

(120) A fish haven with an authorized minimum depth of 34 feet is close off the SE side of the entrance to the Port St. Joe Safety Fairway.

(122) **Channels.** From the Gulf, the dredged channel leads across 18-foot shoals to the deeper water inside. Federal project depths are 37 feet to a point about 0.5 mile N of St. Joseph Point, thence 35 feet to Harbor Channel and to a turning basin immediately to the W, thence 35 feet to South Channel, thence 27 feet in South Channel; project depth in the turning basin is 32 feet. A shoal tends to build E from the extremity of St. Joseph Point into the W side of the entrance channel. South Channel is no longer maintained.

(123) The channels, except for South Channel, are marked by lights and buoys; lighted ranges mark the entrance channel and North Channel. Port St. Joe Entrance Channel lighted range on top of the paper mill is often difficult to see because of the steam from the mill.

(124) A swash channel with a depth of 14 feet follows the shore of **St. Joseph Point** at a distance of 0.2 mile and passes between the shore and a shoal that has a depth of about 8 feet. The channel is subject to changes and should be used only with local knowledge.

(125) **Gulf County Canal** provides a connection between St. Joseph Bay and the Intracoastal Waterway. The canal has a Federal project depth of 12 feet.

(126) **Anchorage. Vessels should anchor in Port St. Joe Anchorages, N and S of the Safety Fairway leading to the entrance channel.**

Depths of 24 to 37 feet with hard sand or hard mud bottom are available throughout most of the interior part of the bay. The S third of the bay, a shelf along the sides, and several spoil areas along the entrance channel and along the E side of St. Joseph Peninsula are shoal. Shoaling to 11 feet is close N of South Channel centered in about 29°48'37"N., 85°19'43"W.

**Explosives anchorages** are in St. Joseph Bay.

(128) **Currents.** Strong and erratic crosscurrents are reported at the entrance to St. Joseph Bay NE of St. Joseph Point. These currents are reported to be particularly strong during the ebb. Caution is advised when entering the bay.

(129) **Pilotage, Port St. Joe.** Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing more than 7 feet of water. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government. Vessels should be prepared to proceed to the entrance to St. Andrew Bay, if so directed where the pilot will board between St. Andrew Bay Entrance Lighted Whistle Buoy SA and the first set of entrance channel buoys in about 30°06.8'N., 85°44.5'W.

(134) **Harbor regulations.** The **harbormaster** can be reached by telephone (904-227-1319). A **speed limit** of 4 m.p.h. is posted in the harbor.

(138) **Small-craft facilities.** A boat basin on the N bank of the Gulf County Canal just NE of the highway bridge provides berths, gasoline, diesel fuel, water, ice, and marine supplies.

(140) **Bell Shoal** is the broken ground NW of the entrance channel making off from St. Andrew Point, 6.5 miles NW of St. Joseph Point.

(141) **Mexico Beach** is a small resort community 4.5 miles N of St. Joseph Point. A privately marked channel leads to **Salt Creek**; the entrance is subject to shoaling and should not be attempted without local knowledge. The entrance to the creek was closed to navigation. The depths inside the creek were 5 feet. U.S. Route 98 bridge, on the E branch of the creek 0.3 mile above the entrance, has a clearance of 13 feet. Several small marinas are on the E branch above the bridge. Berths with water and electricity, gasoline, ice, and marine supplies are available. A no-wake **speed limit** is enforced on Salt Creek.

(142) **Crooked Island** encloses **St. Andrew Sound**, a shallow, unimportant body of water.

(143) A **restricted area** of a drone launch corridor extends through St. Andrew Sound into the Gulf of Mexico.

# Table of Selected Chart Notes

Nov. /05

Nov. /05

**NOTE C**  
Port St. Joe is in the Eastern Standard Time Zone.

## HEIGHTS

Heights in feet above Mean High Water.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, Fla. to Brownsville, Texas.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Lock, La. and are indicated thus: —————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, Louisiana, or at the Office of the District Engineer, Corps of Engineers in Mobile, Alabama.

Refer to charted regulation section numbers.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## CAUTION

For bascule bridges, whose spans do not open to a full vertical position, unlimited overhead clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclinations of the drawspans over the channel.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◦ (Approximate location)

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.739" northward and 0.282" eastward to agree with this chart.

## PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, north zone, is indicated by dashed ticks at 10,000 foot intervals, thus: - - - - -. The last three digits are omitted.

Corrected through NM Nov. 12/05, LNM Nov. 08/05

Corrected through NM Nov. 12/05, LNM Nov. 08/05

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972  
Demarcation lines are shown thus: - - - - -

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

## PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

## TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Saint Joe, St. Joseph Bay	feet	feet	feet	feet
Farmdale, East Bay	1.4	-	-	-2.0
Wetappo Creek, East Bay	1.6	-	-	-2.0
	1.4	-	-	-2.0

Note: In the Intracoastal Waterway from Lake Wimico to Wetappo Creek the Periodic Tide has a mean range less than one-half foot.

(Aug 2004)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°50'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

PORT ST. JOE HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET)
PORT ST. JOE HARBOR						
ENTRANCE CHANNEL	25.9	30.7A	30.5B	5,6,7-09	300-500	8.0 35-37
NORTH CHANNEL	24.7	25.3	25.1	5-09	300	4.1 35
TURNING BASIN	25.8	25.2	24.7	5-09	650	0.3 32
HARBOR CHANNEL	25.6	25.6	25.8	5-09	250	0.3 35
A. EXCEPT FOR SHOALING TO 20.1 BETWEEN 29°52'45.1"N 85°23'01.7"W AND 29°52'27.3"N 85°23'01.1"W						
B. EXCEPT FOR SHOALING TO 1.9 BETWEEN 29°52'45.1"N 85°23'01.7"W AND 29°52'27.3"N 85°23'01.1"W						
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Tallahassee, FL	(850) 942-8833	8:00 AM-5:00 PM (Mon.-Fri.)

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Mobile, Ala	WLO	2572 kHz 8808.9 kHz 4397.7 kHz 13178.8 kHz 22707.6 kHz	6:00 AM, 7:00 PM, & Midnight	On receipt
		(Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz	6:00 & 11:00 AM 5:00 & 11:00 PM	
St Petersburg, Fla	NMA-21	2670 kHz 157.1 MHz	8:20 AM & 7:20 PM 4:00 AM & 6:00 PM	*On receipt
Panama City, Fla	NOQ-7	2670 kHz 157.1 MHz	3:05 AM, 3:05, 5:05, & 9:05 PM 4:35 & 10:35 AM, 4:35 PM	*On receipt

\*Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

11393

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	ST M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs gross	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972  
 Demarcation lines are shown thus: ————

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed Ocean Service encourages users to submit improving this chart to the Chief, Marine Service, NOAA, Silver Spring, Maryland 20

Joins page 10

Printed at reduced scale.

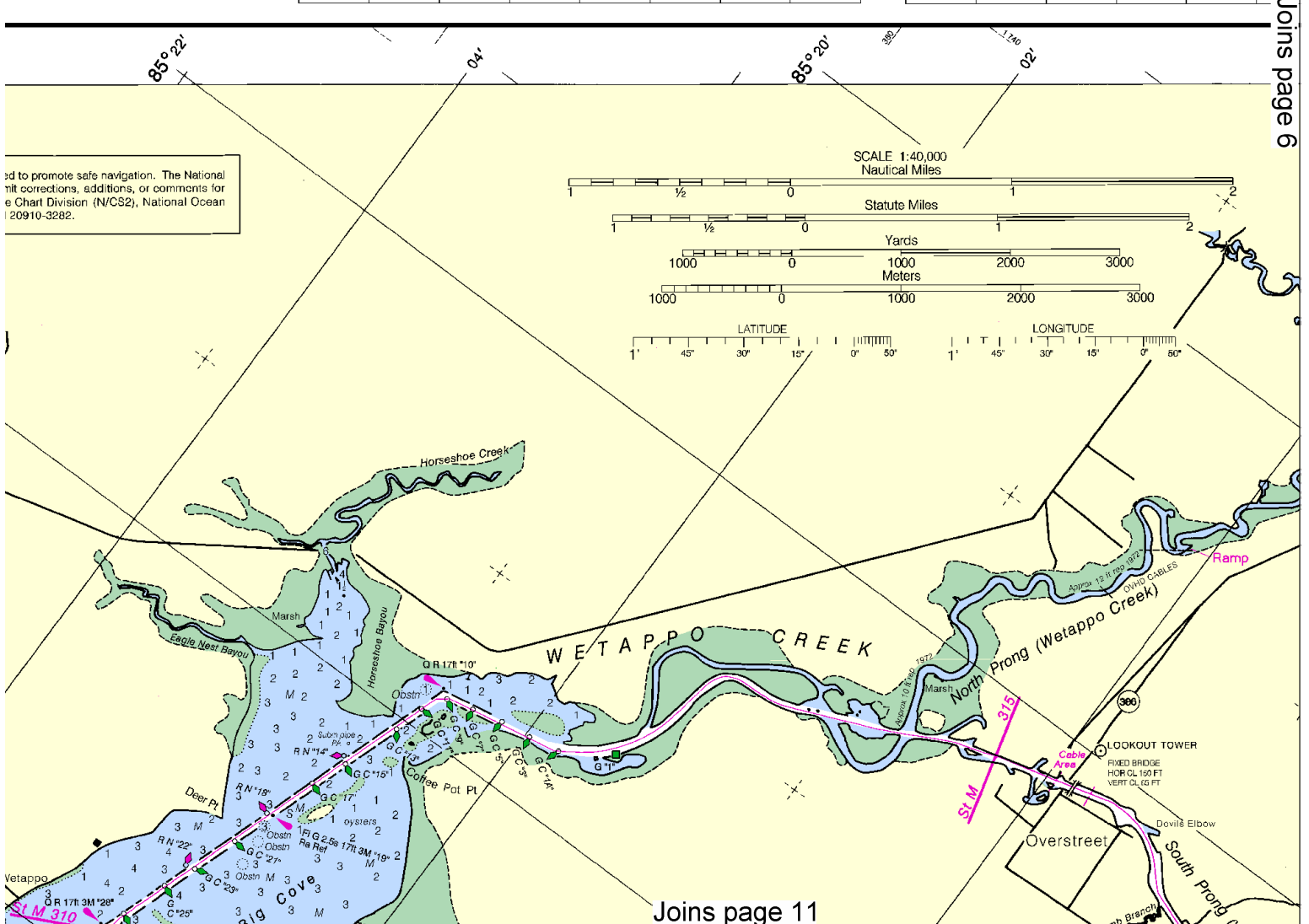
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



NOVEMBER 2005			DECEMBER 2005			JANUARY 2006			FEBRUARY 2006		
Time	HT	Day	Time	HT	Day	Time	HT	Day	Time	HT	Day
Day	h.m.	ft.	Day	h.m.	ft.	Day	h.m.	ft.	Day	h.m.	ft.
10013	2.3	W 0022	10803	-0.6	Th 0607	10110	2.6	F 0152	10235	1.7	F 0317
10730	0.0	W 0612	10549	-0.5	F 0855	10599	-1.0	M 0546	10118	-0.3	Th 0648
1144	1.9	1549	11414	1.9	1733	11433	1.2	1846	11591	1.8	1951
1856	1.3	1835	1835	1.4	2221	1941	1.1	2053	2221	0.3	2209
2 0032	2.5	17 0949	2 0032	2.5	2 0207	2 0207	2.5	17 0206	2 0420	0.7	17 0406
W 0949	-0.2	Th 0901	W 0949	-0.5	Th 0901	W 0949	-0.5	Th 0901	Th 0901	0.2	17 0406
1912	1.4	1912	1912	1.4	2058	1912	1.4	2058	2058	0.1	2058
3 0055	1.6	Th 0119	3 0106	2.7	Th 0119	3 0106	2.7	Th 0119	3 0528	1.3	Th 0503
Th 0851	-0.3	F 0844	Th 0851	-0.3	F 0844	Th 0851	-0.3	F 0844	F 1028	0.3	Th 1025
1089	1.7	1089	1089	1.7	1609	1089	1.7	1609	1732	1.9	1807
1923	1.3	1923	1923	1.3	2106	1923	1.3	2106	2203	-0.1	2203
4 0125	2.7	19 0124	4 0135	2.7	19 0233	4 0412	2.1	19 0414	4 0242	-0.1	19 0609
F 0939	-0.3	19 0124	F 0939	-0.3	19 0233	F 0939	-0.3	19 0414	Se 0851	0.0	Se 1035
1727	1.6	1727	1727	1.6	1823	1727	1.6	1823	1113	0.6	1704
1935	1.5	1935	1935	1.5	2106	1935	1.5	2106	1803	2.0	1803
5 0038	3.8	20 0336	5 0038	3.8	20 0336	5 0038	3.8	20 0336	5 0038	-0.2	20 0747
Se 1038	-0.3	Se 1038	Se 1038	-0.3	Se 1038	Se 1038	-0.3	Se 1038	Se 1038	0.9	Se 1038
6 0249	2.8	21 0327	6 0249	2.8	21 0327	6 0249	2.8	21 0327	6 0249	-0.2	21 0327
Se 1136	-0.3	Se 1136	Se 1136	-0.3	Se 1136	Se 1136	-0.3	Se 1136	Se 1136	2.1	Se 1136
7 0347	2.7	22 0429	7 0347	2.7	22 0429	7 0347	2.7	22 0429	7 0347	-0.4	22 0429
M 1245	-0.2	M 1245	M 1245	-0.2	M 1245	M 1245	-0.2	M 1245	M 1245	2.1	M 1245
8 0501	2.5	23 0245	8 0501	2.5	23 0245	8 0501	2.5	23 0245	8 0501	-0.6	23 0245
Tu 1355	2.5	Tu 1355	Tu 1355	2.5	Tu 1355	Tu 1355	2.5	Tu 1355	Tu 1355	2.0	Tu 1355
9 0851	2.2	24 0149	9 0851	2.2	24 0149	9 0851	2.2	24 0149	9 0851	-0.7	24 0804
W 1436	0.1	W 1436	W 1436	0.1	W 1436	W 1436	0.1	W 1436	W 1436	2.0	W 1436
2027	1.7	2027	2027	1.7	2027	2027	1.7	2027	2027	2.0	2027
10 0740	1.4	25 0310	10 0740	1.4	25 0310	10 0740	1.4	25 0310	10 0740	-0.9	25 0310
Th 0820	2.0	Th 0820	Th 0820	2.0	Th 0820	Th 0820	2.0	Th 0820	Th 0820	1.2	Th 0820
1551	0.8	1551	1551	0.8	1551	1551	0.8	1551	1551	1.1	1551
2242	1.6	2242	2242	1.6	2242	2242	1.6	2242	2242	2.2	2242
11 0407	1.0	26 0417	11 0407	1.0	26 0417	11 0407	1.0	26 0417	11 0407	-0.9	26 0417
F 1002	1.8	F 1002	F 1002	1.8	F 1002	F 1002	1.8	F 1002	F 1002	1.1	F 1002
1934	0.0	1934	1934	0.0	1934	1934	0.0	1934	1934	1.1	1934
2059	2.0	2059	2059	2.0	2059	2059	2.0	2059	2059	2.2	2059
12 0512	0.5	27 0510	12 0512	0.5	27 0510	12 0512	0.5	27 0510	12 0512	-0.3	27 0510
Se 1126	1.8	Se 1126	Se 1126	1.8	Se 1126	Se 1126	1.8	Se 1126	Se 1126	1.8	Se 1126
1769	0.9	1769	1769	0.9	1769	1769	0.9	1769	1769	0.9	1769
2014	2.2	2014	2014	2.2	2014	2014	2.2	2014	2014	2.0	2014
13 0805	0.1	28 0335	13 0805	0.1	28 0335	13 0805	0.1	28 0335	13 0805	2.1	28 0335
Su 1240	1.6	Su 1240	Su 1240	1.6	Su 1240	Su 1240	1.6	Su 1240	Su 1240	1.1	Su 1240
1736	1.0	1736	1736	1.0	1736	1736	1.0	1736	1736	1.1	1736
2319	2.4	2319	2319	2.4	2319	2319	2.4	2319	2319	2.2	2319
14 0853	-0.2	29 0837	14 0853	-0.2	29 0837	14 0853	-0.2	29 0837	14 0853	-0.2	29 0837
M 1344	1.7	M 1344	M 1344	1.7	M 1344	M 1344	1.7	M 1344	M 1344	1.3	M 1344
1803	1.2	1803	1803	1.2	1803	1803	1.2	1803	1803	1.2	1803
2059	2.5	2059	2059	2.5	2059	2059	2.5	2059	2059	2.4	2059
15 0727	-0.4	30 0718	15 0727	-0.4	30 0718	15 0727	-0.4	30 0718	15 0727	-0.5	30 0718
Tu 1435	1.6	Tu 1435	Tu 1435	1.6	Tu 1435	Tu 1435	1.6	Tu 1435	Tu 1435	1.2	Tu 1435
1563	1.3	1563	1563	1.3	1563	1563	1.3	1563	1563	1.2	1563

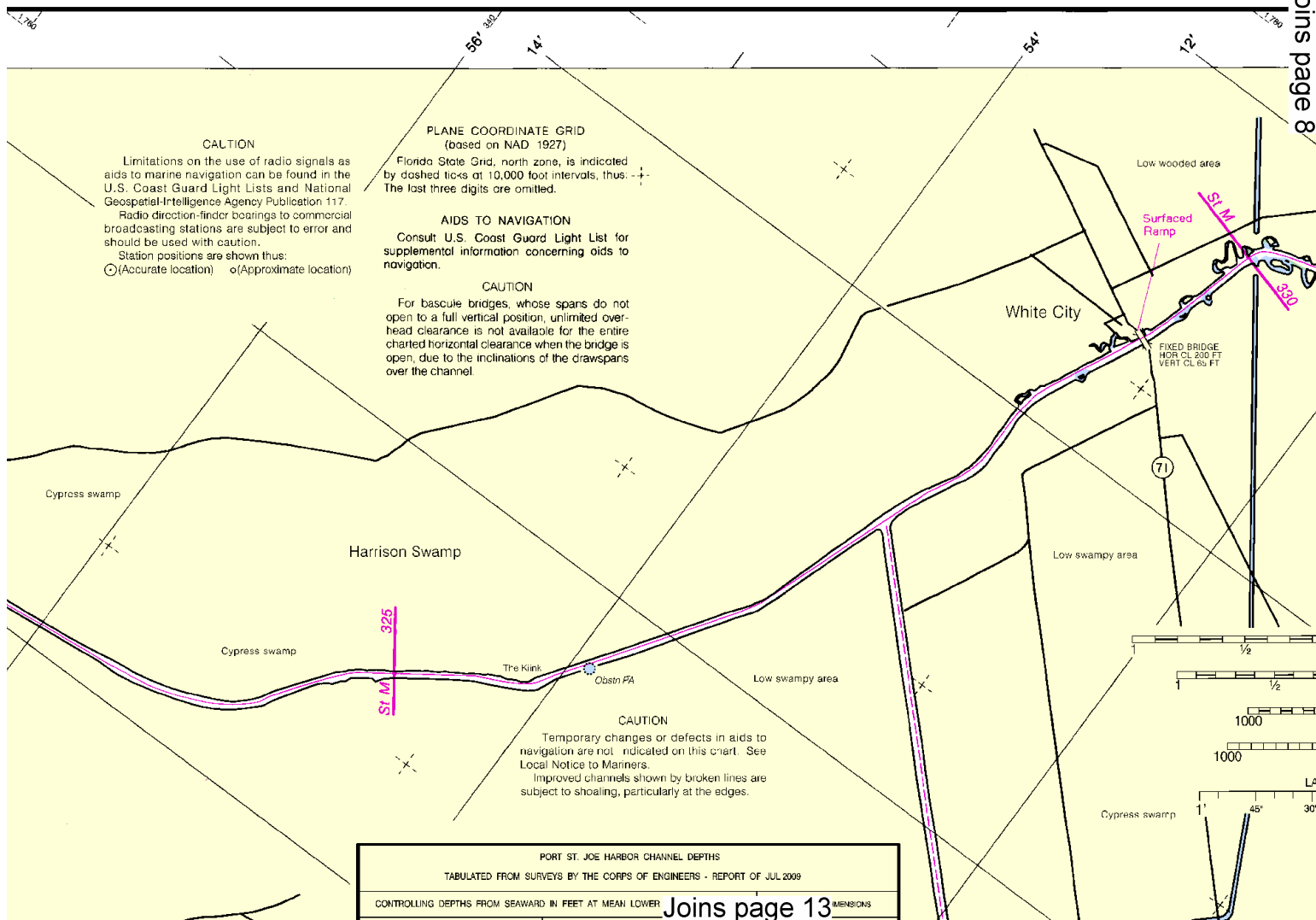
MARCH 2006			APRIL 2006			MAY 2006		
Time	HT	Day	Time	HT	Day	Time	HT	Day
Day	h.m.	ft.	Day	h.m.	ft.	Day	h.m.	ft.
1 0227	2.0	W 0604	1 0448	1.3	W 0604	1 1454	2.6	W 0604
W 0604	-0.1	W 0604	W 0604	-0.1	W 0604	W 0604	-0.1	W 0604
1810	1.7	1810	1810	1.7	1810	1810	1.7	1810
2117	0.0	2117	2117	0.0	2117	2117	0.0	2117
2 0036	1.7	Th 0901	2 0036	1.7	Th 0901	2 0036	1.7	Th 0901
Th 0901	0.2	Th 0901	Th 0901	0.2	Th 0901	Th 0901	0.2	Th 0901
1823	1.5	1823	1823	1.5	1823	1823	1.5	1823
2219	-0.2	2219	2219	-0.2	2219	2219	-0.2	2219
3 0429	1.4	18 0410	3 0429	1.4	18 0410	3 0429	1.4	18 0410
Th 0945	0.8	Th 0945	Th 0945	0.8	Th 0945	Th 0945	0.8	Th 0945
1526	2.1	1526	1526	2.1	1526	1526	2.1	1526
2013	-0.3	2013	2013	-0.3	2013	2013	-0.3	2013
4 0240	1.1	19 0240	4 0240	1.1	19 0240	4 0240	1.1	19 0240
Se 0854	0.8	Se 0854	Se 0854	0.8	Se 0854	Se 0854	0.8	Se 0854
1606	2.2	1606	1606	2.2	1606	1606	2.2	1606
5 0019	-0.3	20 0609	5 0019	-0.3	20 0609	5 0019	-0.3	20 0609
Se 0721	0.8	Se 0721	Se 0721	0.8	Se 0721	Se 0721	0.8	Se 0721
1700	2.2	1700	1700	2.2	1700	1700	2.2	1700
6 0137	-0.3	21 0609	6 0137	-0.3	21 0609	6 0137	-0.3	21 0609
W 1742	2.2	W 1742	W 1742	2.2	W 1742	W 1742	2.2	W 1742
7 0311	-0.3	22 0166	7 0311	-0.3	22 0166	7 0311	-0.3	22 0166
Tu 1836	2.1	Tu 1836	Tu 1836	2.1	Tu 1836	Tu 1836	2.1	Tu 1836
8 0437	-0.4	23 0235	8 0437	-0.4	23 0235	8 0437	-0.4	23 0235
Se 0537	0.2	Se 0537	Se 0537	0.2	Se 0537	Se 0537	0.2	Se 0537
2238	2.0	2238	2238	2.0	2238	2238	2.0	2238
9 0540	-0.4	24 0436	9 0540	-0.4	24 0436	9 0540	-0.4	24 0436
Th 2147	1.8	Th 2147	Th 2147	1.8	Th 2147	Th 2147	1.8	Th 2147
10 0826	-0.4	25 0537	10 0826	-0.4	25 0537	10 0826	-0.4	25 0537
Se 1421	1.3	Se 1421	Se 1421	1.3	Se 1421	Se 1421	1.3	Se 1421
2303	1.9	2303	2303	1.9	2303	2303	1.9	2303
11 0659	-0.4	26 0818	11 0659	-0.4	26 0818	11 0659	-0.4	26 0818
Se 1410	1.3	Se 1410	Se 1410	1.3	Se 1410	Se 1410	1.3	Se 1410
1744	1.0	1744	1744	1.0	1744	1744	1.0	1744
1936	2.0	1936	1936	2.0	1936	1936	2.0	1936
12 0723	-0.3	27 0852	12 0723	-0.3	27 0852	12 0723	-0.3	27 0852
Se 1408	1.1	Se 1408	Se 1408	1.1	Se 1408	Se 1408	1.1	Se 1408
1832	0.8	1832	1832	0.8	1832	1832	0.8	1832
13 0336	2.0	28 0040	13 0336	2.0	28 0040	13 0336	2.0	28 0040
M 0744	-0.2	M 0744	M 0744	-0.2	M 0744	M 0744	-0.2	M 0744
1914	0.6	1914	1914	0.6	1914	1914	0.6	1914
14 0155	-0.9	29 0053	14 0155	-0.9	29 0053	14 0155	-0.9	29 0053
Se 0824	-0.8	Se 0824	Se 0824	-0.8	Se 0824	Se 0824	-0.8	Se 0824
1409	1.4	1409	1409	1.4	1409	1409	1.4	1409
15 0155	1.8	30 0237	15 0155	1.8	30 0237	15 0155	1.8	30 0237
W 0601	0.2	W 0601	W 0601	0.2	W 0601	W 0601	0.2	W 0601
1818	1.6	1818	1818	1.6	1818	1818	1.6	1818
2031	0.2	2031	2031	0.2	2031	2031	0.2	2031



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

PREDICTED TIMES AND HEIGHTS OF HIGH AND LOW WATER—ESTIMATED STANDARD TIME FOR DAYLIGHT SAVING TIME, ADD 1 HOUR. To predict local tide, apply the time difference listed in the last column of the table to these tide predictions.											
MARCH 2006			APRIL 2006			MAY 2006			JUNE 2006		
Day	Time	Height	Day	Time	Height	Day	Time	Height	Day	Time	Height
1	02:00	1.7	1	04:48	1.3	1	04:52	1.4	1	04:52	1.4
2	01:58	1.6	2	04:53	1.3	2	04:57	1.4	2	04:57	1.4
3	01:56	1.5	3	04:58	1.3	3	05:01	1.4	3	05:01	1.4
4	01:54	1.4	4	05:03	1.3	4	05:05	1.4	4	05:05	1.4
5	01:52	1.3	5	05:08	1.3	5	05:10	1.4	5	05:10	1.4
6	01:50	1.2	6	05:13	1.3	6	05:15	1.4	6	05:15	1.4
7	01:48	1.1	7	05:18	1.3	7	05:20	1.4	7	05:20	1.4
8	01:46	1.0	8	05:23	1.3	8	05:25	1.4	8	05:25	1.4
9	01:44	0.9	9	05:28	1.3	9	05:30	1.4	9	05:30	1.4
10	01:42	0.8	10	05:33	1.3	10	05:35	1.4	10	05:35	1.4
11	01:40	0.7	11	05:38	1.3	11	05:40	1.4	11	05:40	1.4
12	01:38	0.6	12	05:43	1.3	12	05:45	1.4	12	05:45	1.4
13	01:36	0.5	13	05:48	1.3	13	05:50	1.4	13	05:50	1.4
14	01:34	0.4	14	05:53	1.3	14	05:55	1.4	14	05:55	1.4
15	01:32	0.3	15	05:58	1.3	15	06:00	1.4	15	06:00	1.4
16	01:30	0.2	16	06:03	1.3	16	06:05	1.4	16	06:05	1.4
17	01:28	0.1	17	06:08	1.3	17	06:10	1.4	17	06:10	1.4
18	01:26	0.0	18	06:13	1.3	18	06:15	1.4	18	06:15	1.4
19	01:24	-0.1	19	06:18	1.3	19	06:20	1.4	19	06:20	1.4
20	01:22	-0.2	20	06:23	1.3	20	06:25	1.4	20	06:25	1.4
21	01:20	-0.3	21	06:28	1.3	21	06:30	1.4	21	06:30	1.4
22	01:18	-0.4	22	06:33	1.3	22	06:35	1.4	22	06:35	1.4
23	01:16	-0.5	23	06:38	1.3	23	06:40	1.4	23	06:40	1.4
24	01:14	-0.6	24	06:43	1.3	24	06:45	1.4	24	06:45	1.4
25	01:12	-0.7	25	06:48	1.3	25	06:50	1.4	25	06:50	1.4
26	01:10	-0.8	26	06:53	1.3	26	06:55	1.4	26	06:55	1.4
27	01:08	-0.9	27	06:58	1.3	27	06:59	1.4	27	06:59	1.4
28	01:06	-1.0	28	07:03	1.3	28	07:05	1.4	28	07:05	1.4
29	01:04	-1.1	29	07:08	1.3	29	07:10	1.4	29	07:10	1.4
30	01:02	-1.2	30	07:13	1.3	30	07:15	1.4	30	07:15	1.4
31	01:00	-1.3	31	07:18	1.3	31	07:20	1.4	31	07:20	1.4
1	00:58	-1.4	1	07:23	1.3	1	07:25	1.4	1	07:25	1.4
2	00:56	-1.5	2	07:28	1.3	2	07:30	1.4	2	07:30	1.4
3	00:54	-1.6	3	07:33	1.3	3	07:35	1.4	3	07:35	1.4
4	00:52	-1.7	4	07:38	1.3	4	07:40	1.4	4	07:40	1.4
5	00:50	-1.8	5	07:43	1.3	5	07:45	1.4	5	07:45	1.4
6	00:48	-1.9	6	07:48	1.3	6	07:50	1.4	6	07:50	1.4
7	00:46	-2.0	7	07:53	1.3	7	07:55	1.4	7	07:55	1.4
8	00:44	-2.1	8	07:58	1.3	8	08:00	1.4	8	08:00	1.4
9	00:42	-2.2	9	08:03	1.3	9	08:05	1.4	9	08:05	1.4
10	00:40	-2.3	10	08:08	1.3	10	08:10	1.4	10	08:10	1.4
11	00:38	-2.4	11	08:13	1.3	11	08:15	1.4	11	08:15	1.4
12	00:36	-2.5	12	08:18	1.3	12	08:20	1.4	12	08:20	1.4
13	00:34	-2.6	13	08:23	1.3	13	08:25	1.4	13	08:25	1.4
14	00:32	-2.7	14	08:28	1.3	14	08:30	1.4	14	08:30	1.4
15	00:30	-2.8	15	08:33	1.3	15	08:35	1.4	15	08:35	1.4
16	00:28	-2.9	16	08:38	1.3	16	08:40	1.4	16	08:40	1.4
17	00:26	-3.0	17	08:43	1.3	17	08:45	1.4	17	08:45	1.4
18	00:24	-3.1	18	08:48	1.3	18	08:50	1.4	18	08:50	1.4
19	00:22	-3.2	19	08:53	1.3	19	08:55	1.4	19	08:55	1.4
20	00:20	-3.3	20	08:58	1.3	20	08:59	1.4	20	08:59	1.4
21	00:18	-3.4	21	09:03	1.3	21	09:05	1.4	21	09:05	1.4
22	00:16	-3.5	22	09:08	1.3	22	09:10	1.4	22	09:10	1.4
23	00:14	-3.6	23	09:13	1.3	23	09:15	1.4	23	09:15	1.4
24	00:12	-3.7	24	09:18	1.3	24	09:20	1.4	24	09:20	1.4
25	00:10	-3.8	25	09:23	1.3	25	09:25	1.4	25	09:25	1.4
26	00:08	-3.9	26	09:28	1.3	26	09:30	1.4	26	09:30	1.4
27	00:06	-4.0	27	09:33	1.3	27	09:35	1.4	27	09:35	1.4
28	00:04	-4.1	28	09:38	1.3	28	09:40	1.4	28	09:40	1.4
29	00:02	-4.2	29	09:43	1.3	29	09:45	1.4	29	09:45	1.4
30	00:00	-4.3	30	09:48	1.3	30	09:50	1.4	30	09:50	1.4
31	23:58	-4.4	31	09:53	1.3	31	09:55	1.4	31	09:55	1.4
1	23:56	-4.5	1	09:58	1.3	1	09:59	1.4	1	09:59	1.4
2	23:54	-4.6	2	10:03	1.3	2	10:05	1.4	2	10:05	1.4
3	23:52	-4.7	3	10:08	1.3	3	10:10	1.4	3	10:10	1.4
4	23:50	-4.8	4	10:13	1.3	4	10:15	1.4	4	10:15	1.4
5	23:48	-4.9	5	10:18	1.3	5	10:20	1.4	5	10:20	1.4
6	23:46	-5.0	6	10:23	1.3	6	10:25	1.4	6	10:25	1.4
7	23:44	-5.1	7	10:28	1.3	7	10:30	1.4	7	10:30	1.4
8	23:42	-5.2	8	10:33	1.3	8	10:35	1.4	8	10:35	1.4
9	23:40	-5.3	9	10:38	1.3	9	10:40	1.4	9	10:40	1.4
10	23:38	-5.4	10	10:43	1.3	10	10:45	1.4	10	10:45	1.4
11	23:36	-5.5	11	10:48	1.3	11	10:50	1.4	11	10:50	1.4
12	23:34	-5.6	12	10:53	1.3	12	10:55	1.4	12	10:55	1.4
13	23:32	-5.7	13	10:58	1.3	13	10:59	1.4	13	10:59	1.4
14	23:30	-5.8	14	11:03	1.3	14	11:05	1.4	14	11:05	1.4
15	23:28	-5.9	15	11:08	1.3	15	11:10	1.4	15	11:10	1.4
16	23:26	-6.0	16	11:13	1.3	16	11:15	1.4	16	11:15	1.4
17	23:24	-6.1	17	11:18	1.3	17	11:20	1.4	17	11:20	1.4
18	23:22	-6.2	18	11:23	1.3	18	11:25	1.4	18	11:25	1.4
19	23:20	-6.3	19	11:28	1.3	19	11:30	1.4	19	11:30	1.4
20	23:18	-6.4	20	11:33	1.3	20	11:35	1.4	20	11:35	1.4
21	23:16	-6.5	21	11:38	1.3	21	11:40	1.4	21	11:40	1.4
22	23:14	-6.6	22	11:43	1.3	22	11:45	1.4	22	11:45	1.4
23	23:12	-6.7	23	11:48	1.3	23	11:50	1.4	23	11:50	1.4
24	23:10	-6.8	24	11:53	1.3	24	11:55	1.4	24	11:55	1.4
25	23:08	-6.9	25	11:58	1.3	25	11:59	1.4	25	11:59	1.4
26	23:06	-7.0	26	12:03	1.3	26	12:05	1.4	26	12:05	1.4
27	23:04	-7.1	27	12:08	1.3	27	12:10	1.4	27	12:10	1.4
28	23:02	-7.2	28	12:13	1.3	28	12:15	1.4	28	12:15	1.4
29	23:00	-7.3	29	12:18	1.3	29	12:20	1.4	29	12:20	1.4
30	22:58	-7.4	30	12:23	1.3	30	12:25	1.4	30	12:25	1.4
31	22:56	-7.5	31	12:28	1.3	31	12:30	1.4	31	12:30	1.4
1	22:54	-7.6	1	12:33	1.3	1	12:35	1.4	1	12:35	1.4
2	22:52	-7.7	2	12:38	1.3	2	12:40	1.4	2	12:40	1.4
3	22:50	-7.8	3	12:43	1.3	3	12:45	1.4	3	12:45	1.4
4	22:48	-7.9	4	12:48	1.3	4	12:50	1.4	4	12:50	1.4
5	22:46	-8.0	5	12:53	1.3	5	12:55	1.4	5	12:55	1.4
6	22:44	-8.1	6	12:58	1.3	6	12:59	1.4	6	12:59	1.4
7	22:42	-8.2	7	13:03	1.3	7	13:05	1.4	7	13:05	1.4
8	22:40	-8.3	8	13:08	1.3	8	13:10	1.4	8	13:10	1.4
9	22:38	-8.4	9	13:13	1.3	9	13:15	1.4	9	13:15	1.4
10	22:36	-8.5	10	13:18	1.3	10	13:20	1.4	10	13:20	1.4
11	22:34	-8.6	11	13:23	1.3	11	13:25	1.4	11	13:25	1.4
12	22:32	-8.7	12	13:28	1.3	12	13:30	1.4	12	13:30	1.4
13	22:30	-8.8	13	13:33	1.3	13	13:35	1.4	13	13:35	1.4
14	22:28	-8.9	14	13:38	1.3	14	13:40	1.4	14	13:40	1.4
15	22:26	-9.0	15	13:43	1.3	15	13:45	1.4	15	13:45	1.4
16	22:24	-9.1	16	13:48	1.3	16	13:50	1.4	16	13:50	1.4
17	22:22	-9.2	17	13:53	1.3	17	13:55	1.4	17	13:55	1.4
18	22:20	-9.3	18	13:58	1.3	18	13:59	1.4	18	13:59	1.4
19	22:18	-9.4	19	14:03	1.3	19	14:05	1.4	19	14:05	1.4
20	22:16	-9.5	20	14:08	1.3	20	14:10	1.4	20	14:10	1.4
21	22:14	-9.6	21	14:13	1.3	21	14:15	1.4	21	14:15	1.4
22	22:										

6 DECEMBER 2006									
no	ht.	Day	Time	ht.	Day	Time	ht.	Day	Time
no	ft.	Day	h.m.	ft.	Day	h.m.	ft.	Day	h.m.
1	0.6		1 0512	0.0	15	0534	-0.1		
2	1.1		F 1155	1.0	16	1306	1.2		
3	0.9		1520	1.0	16	1506	1.2		
4	2.0		2229	2.4	22	2209	2.1		
5	0.3		2 0609	-0.4	17	0619	-0.3		
6	1.7		5a 1319	1.2	18	1218	1.3		
7	1.7		1850	1.2	18	1418	1.2		
8	2.2		2300	2.6	22	2341	2.2		
9	0.0		3 0659	-0.7	19	0702	-0.5		
10	1.1		5u 1439	1.5	19	1415	1.3		
11	1.2		1713	1.4	20	1715	1.3		
12	1.2		2033	1.7					
13	-0.1		4 0747	-0.6	19	0743	-0.6		
14	1.6		M		TU	2353	2.4		
15	2.4								
16	-0.3		5 0609	2.8	20	0625	-0.7		
17	1.4		TU 0634	-0.6					
18	2.3		6 0648	2.8	21	0636	2.5		
19	1.2		9 0621	-0.7	Th	0906	-0.7		
20	1.4								
21	2.6		7 0131	2.7	22	0122	2.5		
22	-0.4		Th 1008	-0.6	F	0951	-0.7		
23	2.4								
24	-0.4		8 0216	2.2	23	0214	2.4		
25	2.4		F 1053	-0.2	24	1053	-0.6		
26	1.2				24	1810	1.3		
27	2.4		9 0310	2.4	24	0312	2.3		
28	-0.4		5a 1136	-0.3	25	1116	-0.5		
29	1.2		1934	1.3	25	1829	1.3		
30	1.2		2154	1.2	25	2323	1.0		
31	2.4		10 0408	2.1	25	0417	2.1		
32	-0.3		5u 1221	-0.1	26	1155	-0.3		
33	1.2		1845	1.3	26	1840	1.2		
34	2.4		2315	1.2	26	2340	0.6		
35	1.2		11 0514	1.9	26	0550	1.6		
36	1.2		M 1303	0.1	Th 1255	1.0			
37	1.6		2003	1.4	Th 1914	1.6			
38	2.2		12 0054	1.0	27	0116	0.6		
39	0.0		TU 0630	1.6	W 0654	1.4			
40	1.6		1341	0.3	1329	0.3			
41	1.2		2024	1.6	1942	1.8			
42	1.2		13 0224	0.6	28 0242	0.2			
43	0.2		W 0801	1.4	Th 0841	1.1			
44	1.7		1419	0.6	1341	0.7			
45	1.7		2047	1.7	2010	2.0			
46	0.9		14 0341	0.5	29 0401	-0.1			
47	1.2		Th 0901	1.2	F 1107	1.0			
48	0.3		2112	1.8	1457	0.2			
49	1.5		2112	1.8	2055	2.2			
50	0.4		15 0443	0.2	30 0510	-0.5			
51	1.5		F 1139	1.6	31 1139	1.2			
52	2.1		2139	2.0	31 2225	2.4			
53	2.1								

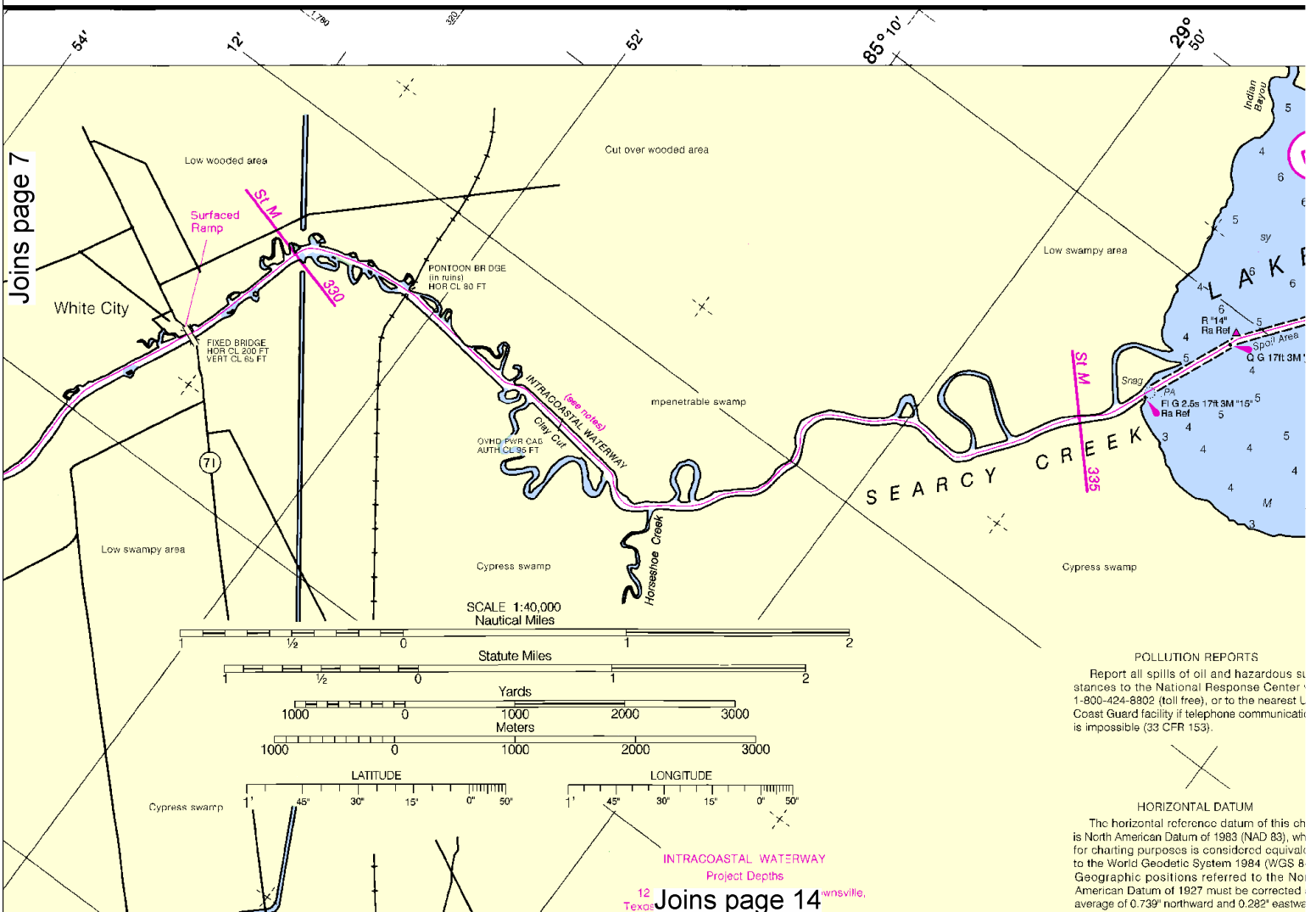


# FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

DEPTH	SERVICES										SUPPLIES									
	APPROACH- FEET (REPORTED)	ALONGSIDE- FEET (REPORTED)	RAMP (TRANSITS)	REPAIRS	MARINE HULL MOTOR/RADIO	LIFT CAPACITY- TONS	BOAT RENTAL	FOOD- LODGING- CAMPING	TOILETS- SHOWERS- LAUNDRY	PUMP- OUT STATION	NATURAL GAS- PARTS- SALES	GROceries- FRESH- HARDWARE	BAIT- TACKLE	DIESEL OIL- GASOLINE						
NO	LOCATION																			
3	PRESNELL'S BAYSIDE M	3	3	B	S	HMR				C	M	C	F	C	TS	WD	C	WI	GH	BT
4	HIDE-A-WAY HARBOR	6	6	B	E	S							FL	T		W		WI	GH	BT
4B	MEXICO BCH CANL PK	5	5	ME	S					M	C		FLG	T	P	WD	C	WI	GH	BT
5	MARQUARDT'S MAR	4	5	B	E		HMR			M				T	P		C	WI	H	BT

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY LARGE MAGENTA NUMBERS. THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE TABULATED "PUMPING STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.







# NAUTICAL CHART 11393

## INTRACOASTAL WATERWAY

FLORIDA

# LAKE WIMICO TO EAST BAY

11393

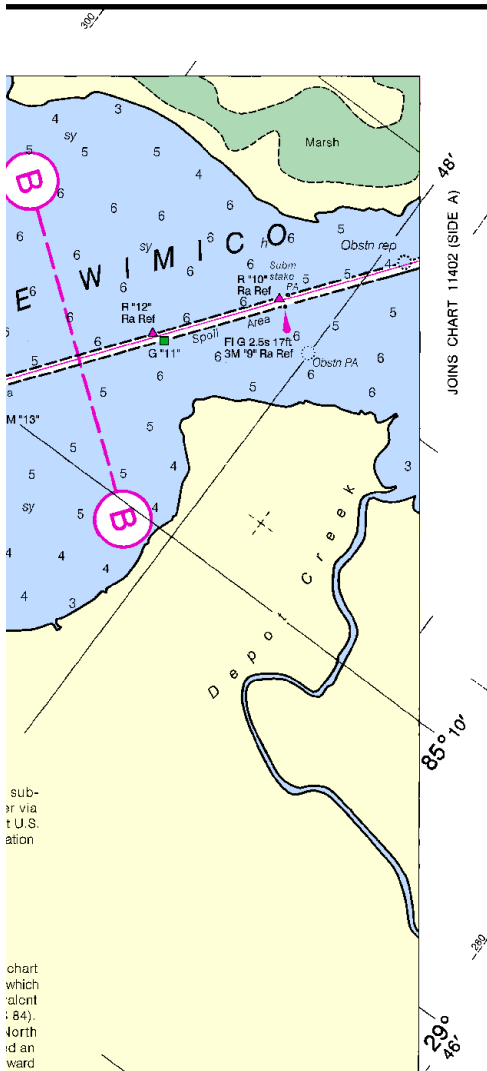


Chart 11393 21st Ed., Nov. /05 ■  
Corrected through NM Nov. 12/05, LNM Nov. 08/05  
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°50'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

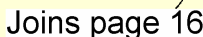
HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 5 for important supplemental information.

Joins page 15

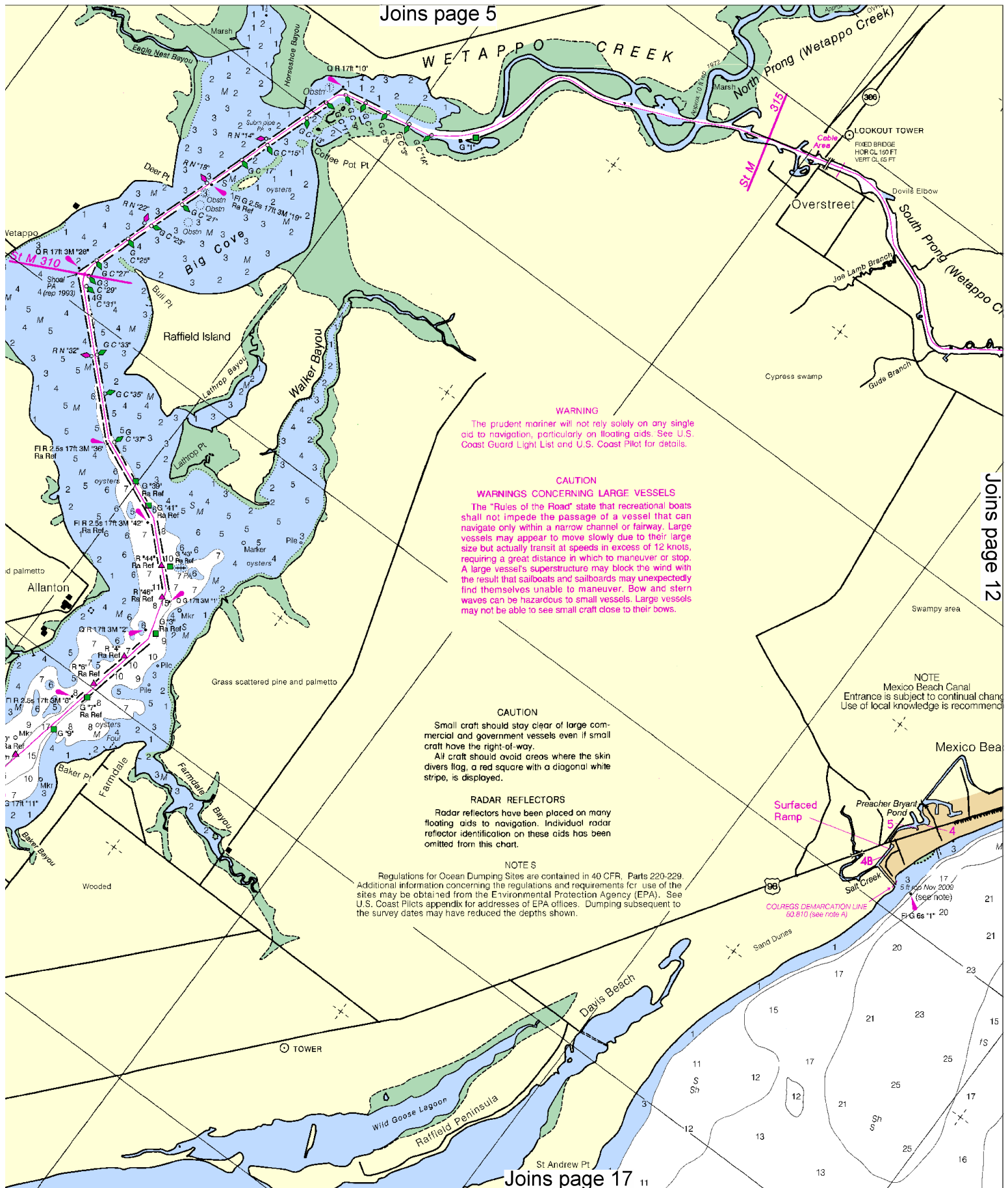
Joins page 4



~~SCALE 1:40,000~~  
Nautical Miles

10





**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**

**WARNINGS CONCERNING LARGE VESSELS**

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**CAUTION**

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**RADAR REFLECTORS**

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**NOTES**

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

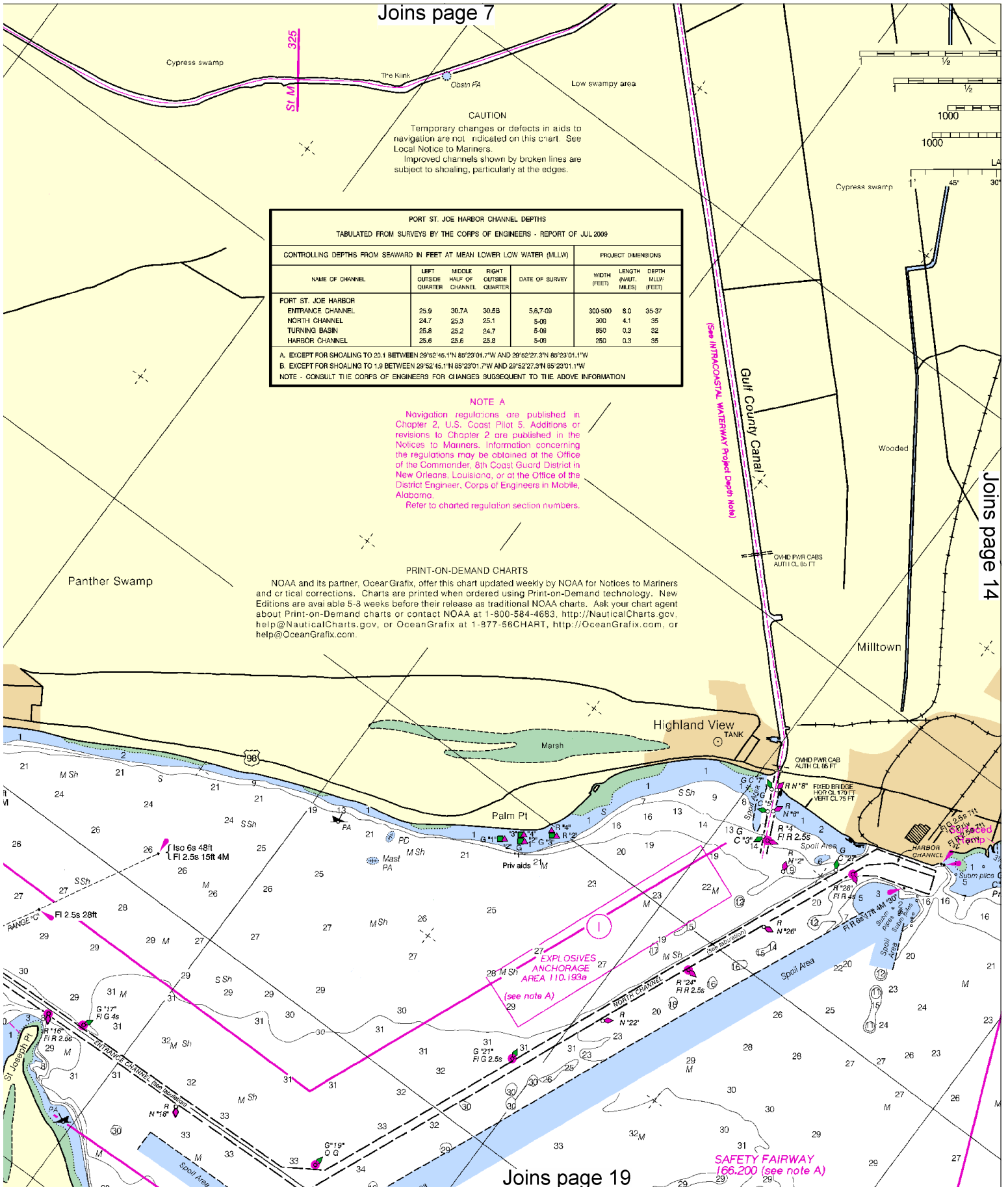
**NOTE**  
Mexico Beach Canal  
Entrance is subject to continual change  
Use of local knowledge is recommended

Joins page 12

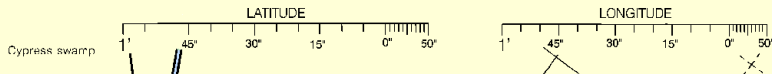
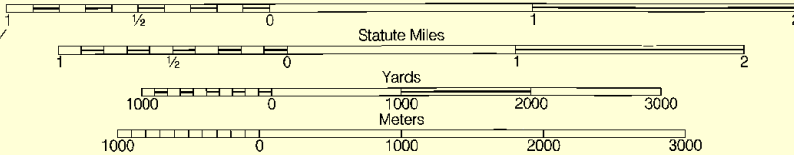
Joins page 17







SCALE 1:40,000  
Nautical Miles



#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected: average of 0.739' northward and 0.282' eastward to agree with this chart.

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

East Point, FL	WWF-86	162.50 MHz
Panama City, FL	KGG-67	162.55 MHz
Tallahassee, FL	KIH-24	162.40 MHz

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms cause considerable damage to marine structures, aid navigation and moored vessels, resulting in submerged obstructions in unknown locations.

Charted soundings, channel depths and shoreline may reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys have been moved from their charted positions, damaged, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncharted or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies or hazards to navigation to the nearest United States Coast Guard facility.

#### INTRACOASTAL WATERWAY

##### Project Depths

12 feet Carrabelle, Fla. to Brownsville, Texas.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

##### Distances

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Lock, La., and are indicated thus: Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

## PORT ST JOE

(see note C)

NOTE C  
Port St. Joe is in the Eastern Standard Time Zone.

Place	TIDAL INFORMATION	
	Height referred to Mean Higher High Water	Height referred to Mean High Water
Port Saint Joe, St. Joseph Bay	1.4	-
Farmdale, East Bay	1.6	-
Wetappo Creek, East Bay	1.4	-

Note: In the Intracoastal Waterway from Lake Periodic Tide has a mean range less than one

(Aug 2004)

SAFETY FAIRWAY 66.200 (see note A)

Joins page 20

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°50'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

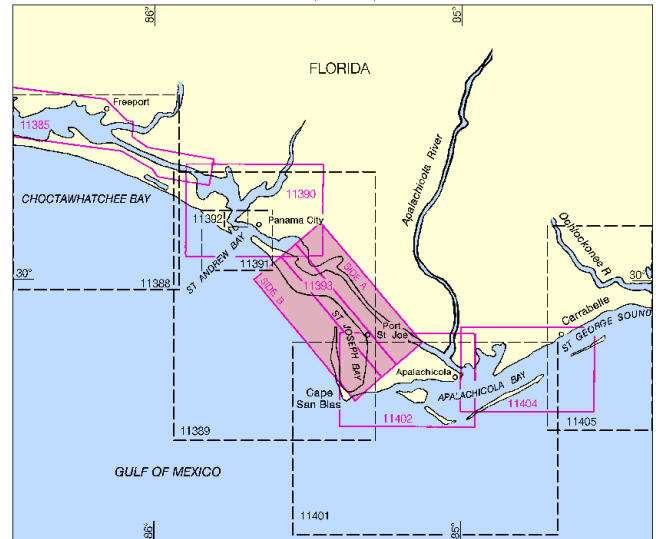
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NAUTICAL CHART DIAGRAM



NSN 7642014010206

NGA REFERENCE NO. 11BHA11393



ED NO. 21

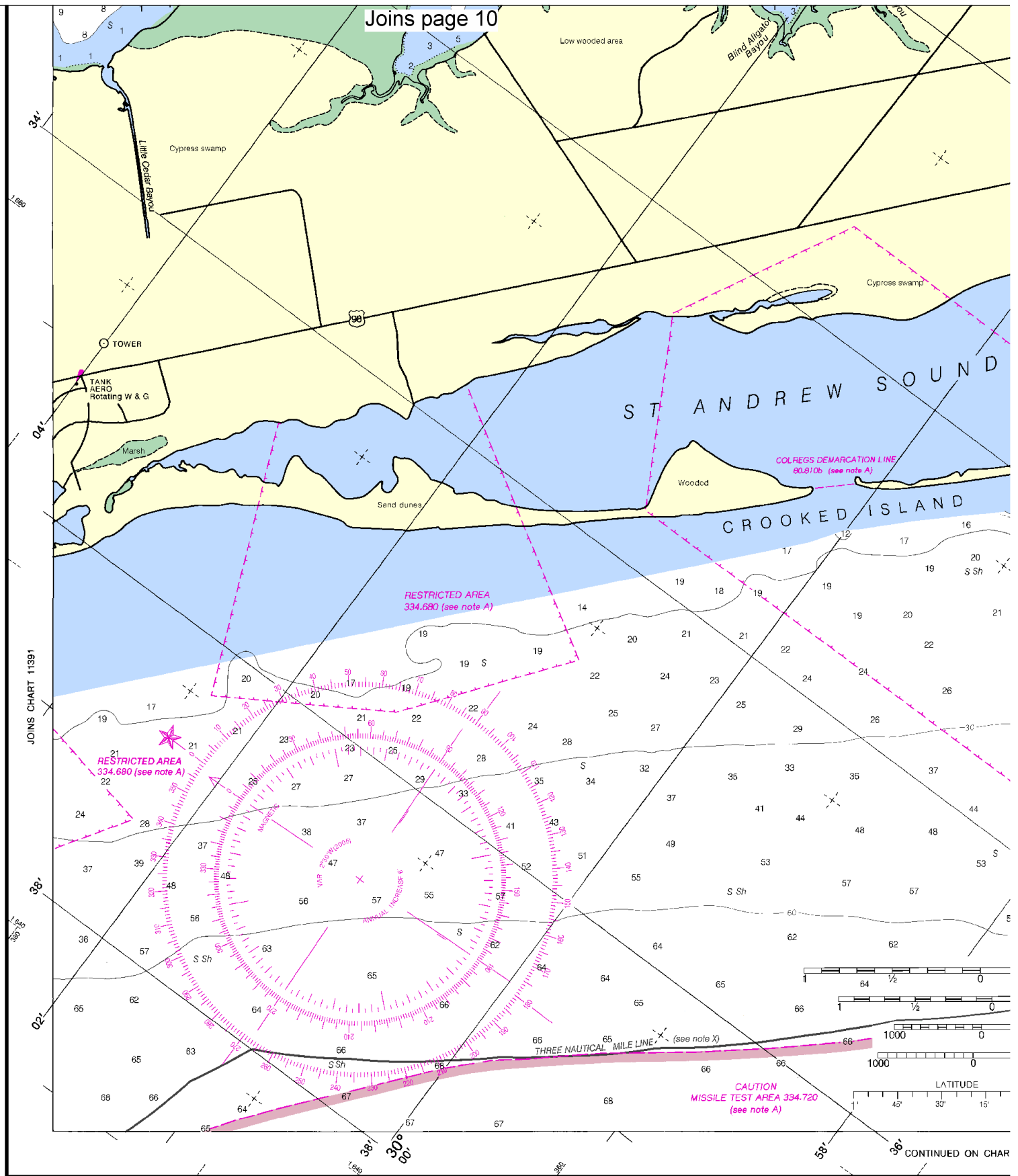
PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800 524 8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

Joins page 10



11393 21st Ed., Nov. /05 ■ Corrected through NM Nov. 12/05, LNM Nov. 08/05

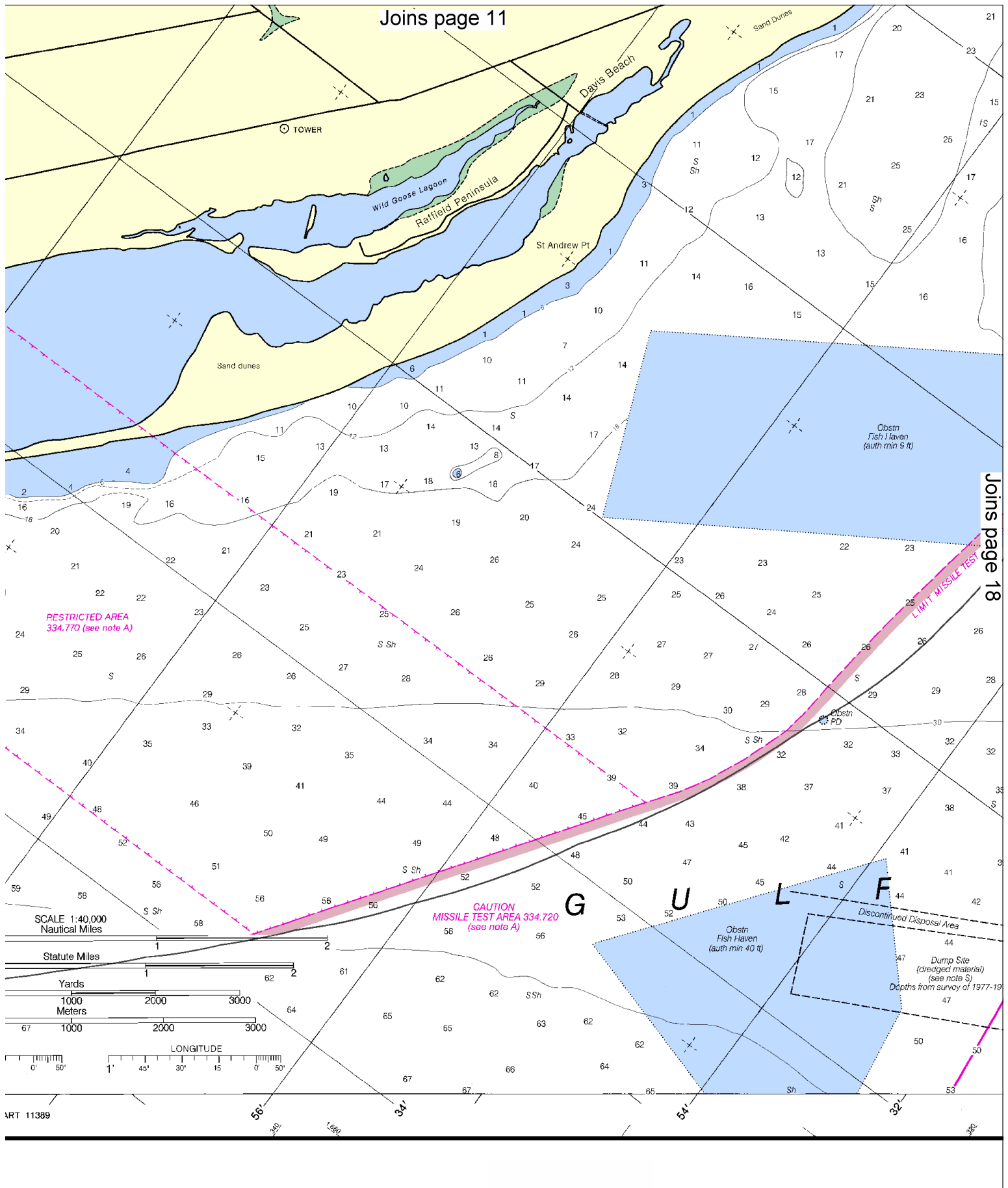
16

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

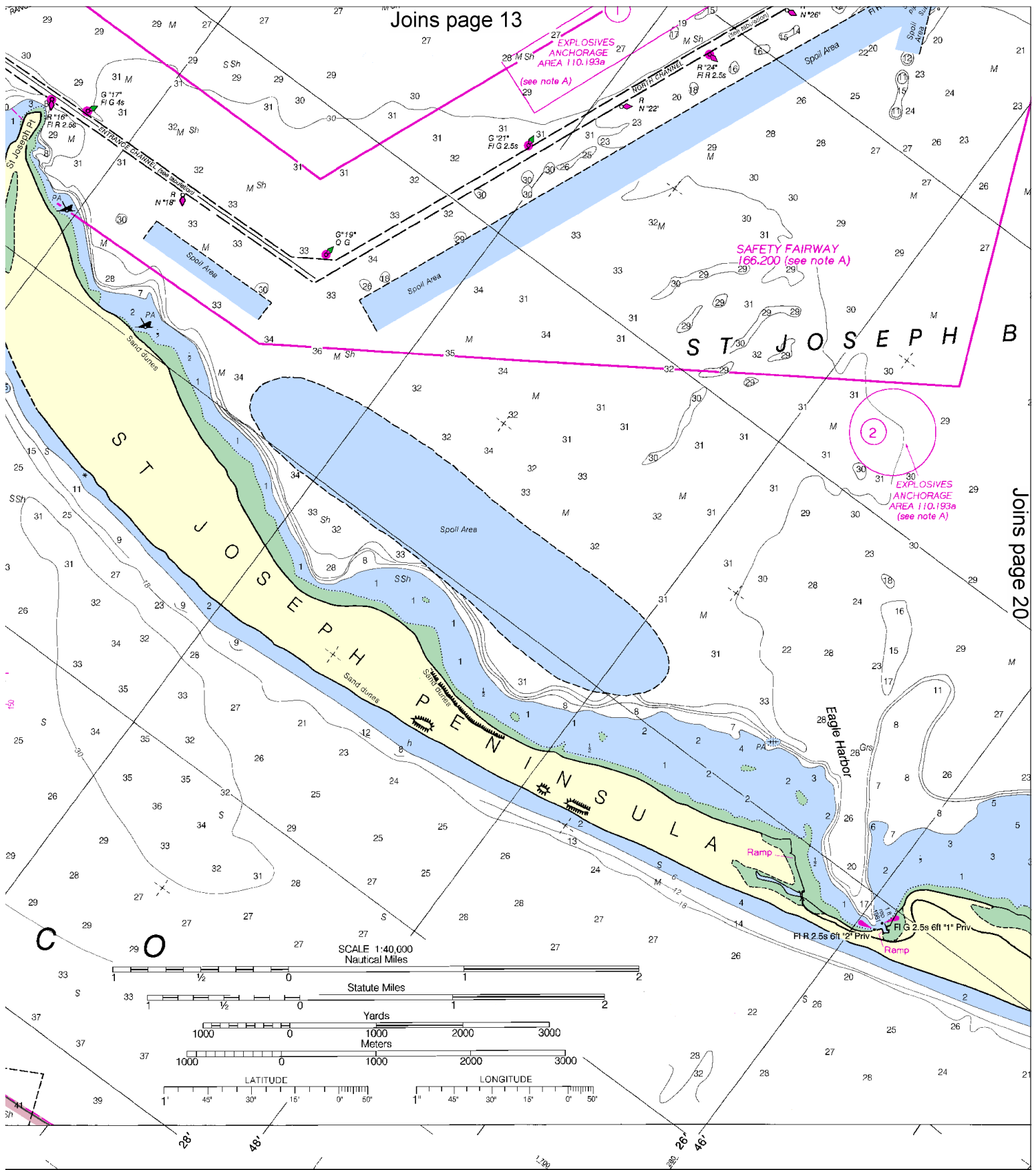
See Note on page 5.

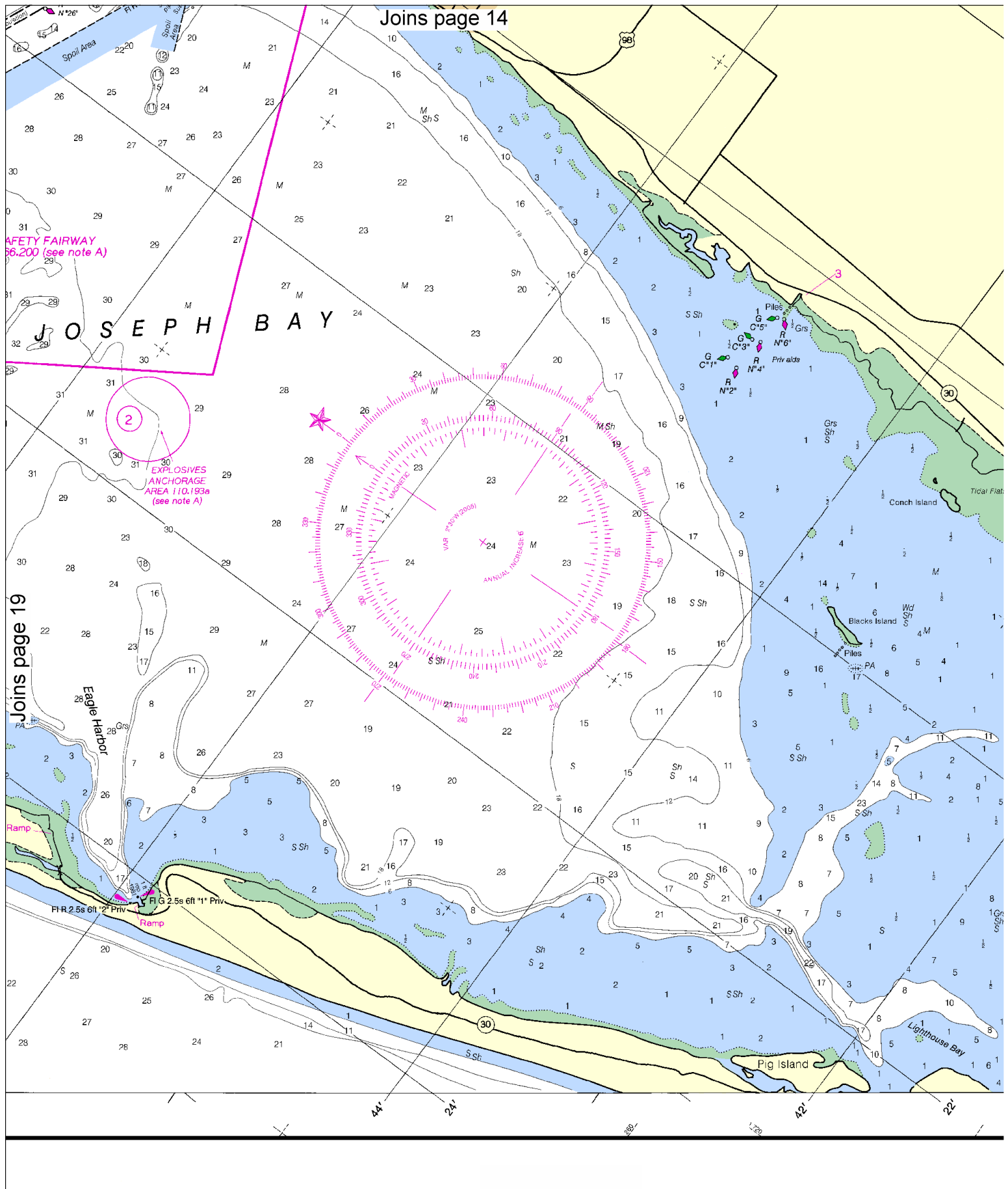


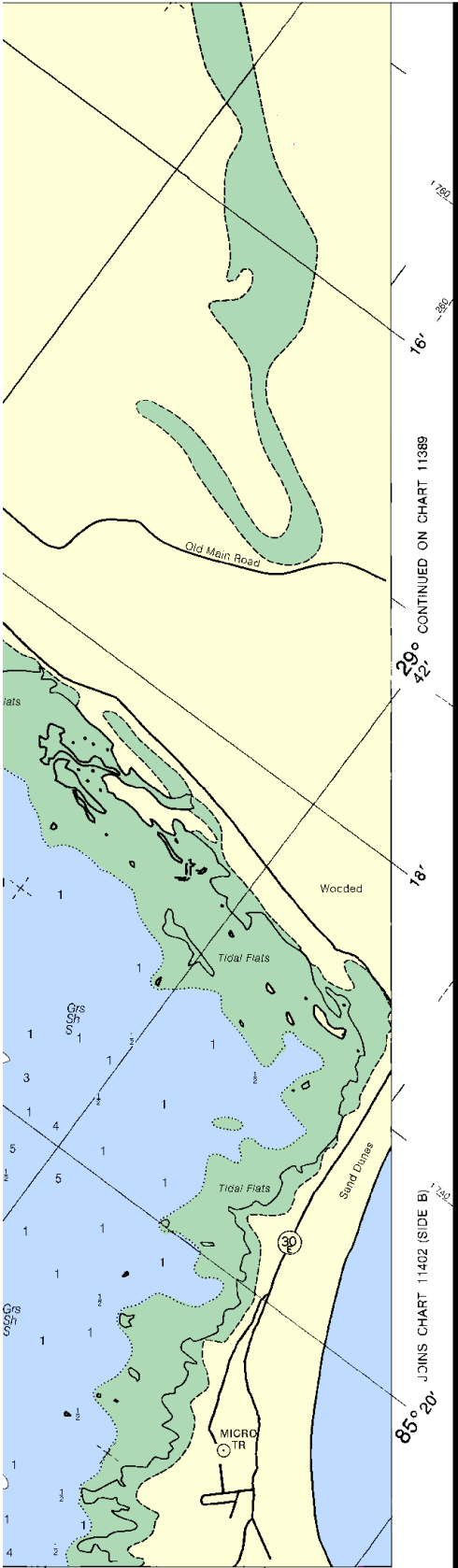












SIDE B

11393



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group Mobile** – 251-441-6211

**Coast Guard Panama City** – 850-234-2475

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).